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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	USSR (Moscow Oblast)	**REPORT**	
SUBJECT	1. Administration and Planning of Moscow Bridge Construction 2. Technical Details on Moscow Bridges	**DATE DISTR.**	31 January 1961
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THIS IS UNEVALUATED INFORMATION.

report on the administrative organization and planning of Moscow bridge construction. Some technical details on bridges in Moscow are included.

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COUNTRY: USSR (Moskovskaya oblast) REPORT NO.:

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SUBJECT: 1. Moscow Bridge Construction Planning
2. Technical Details on Some Moscow Bridges

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DATE OF REPORT: 16 November 1960

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1. MOSCOW BRIDGE CONSTRUCTION PLANNING
2. TECHNICAL DETAILS ON SOME MOSCOW BRIDGES

1. the Moscow Road and Bridge Planning Office - DorMostProyekt (Proyektirovaniye Dorog i Mostov v Moskve). This office was directly subordinate to the Mossovet.

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2. The Moscow Road and Bridge Planning Office was located at No. 14, Dobroslobodskiy pereulok, in the former Zheleznodorozhnyy rayon of Moscow. The only responsibility of the Planning Office was to plan the building, reconstruction, and repair of streets, roads and bridges within the limits of the city of Moscow. The building of roads and bridges outside of Moscow was a responsibilty of other planning and construction organizations which were subordinate to either, the Ministry of Transportation, an organization known as GUShossDorog - Glavnoye Upravleniye Shosseynykh Dorog, belonging to the MVD, and other similar organizations. 50X1-HUM 50X1-HUM

The DorMostProyekt consisted of the following sections termed as Otdeleniya: 50X1-HUM

Dorozhnoye otdeleniye	Road department
Mostovoye otdeleniye	Bridges department
Arkhitekturnoye otdeleniye	Architectural department
Geodesicheskoye otdeleniye	Geodetic department
Geologicheskoye otdeleniye	Geological department
Chertezhnaya otdeleniye	Drafting department
Smetnoye otdeleniye	Budget and Finance
Raschetnaya kantora	Technical details calculation office
Bukhgalteria	Accounting department

The last director of the DorMostProyekt was Smirnov (fnu), who was in charge of the office from about 1953 till after 1956. The name of the chief engineer was Merkulov (fnu).

3. Construction projects were submitted to the office only by the Mossovet. Planning assignments were then transmitted to the respective sections under the signature of the chief engineer. Prior to initiating a preliminary project conferences would be held between the chief engineer, chief of sections, and engineers assigned to the project. The completion of a preliminary project (predvaritelnyy proyekt), for which two or three alternative plans would be prepared, would take from two to four months. The Geodetic, Geological, and Architectural departments participated closely in the work required for drawing up the alternative plans of the preliminary project. Similarily, the entire planning was closely coordinated with the Budget and Finance department. After approval by the Mossovet of an acceptable plan work would start on the final formulation of the project. Completion of the final planning, designing, technical and financial computations, and other minute details would last at times from six to eight months. 50X1-HUM

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the approximate cost of the completed bridges, whether altered or newly constructed, listed under the appropriate bridges described below in paragraph 5.

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4. The Bridge department employed about 30 engineers and technicians. The actual work on the construction was done by Moscow construction offices known as, stroitelnyye tresty, or stroitelnyye byuro. The responsible planning office engineers who were assigned to the project frequently supervised the work at the construction sites. Completion of a bridge construction or alteration took at times from one to two years. The number of engineers assigned to a project varied from four to six depending on the size of the project. no military significance or specifications attached to the building of bridges in Moscow.

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5. bridges in Moscow:

a. Borodinskiy most. An old Moscow bridge formerly only 16 meters wide which was widened to 42 meters in 1949.

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The work started in 1949 and was completed in 1950 or 1951. the bridge was built of steel and reinforced concrete.

The maximum load was rated at N-13 ton, meaning nagruzka (load)-13 tons, estimated per average axle load for heavy truck traffic on a factor basis 3-5-7 per 1st, 2nd, 3rd axle. or 4-6-8-10 tons for correspondingly larger vehicles.

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the Borodinskiy a three span arch bridge The overall cost of the alteration and widning of this bridge was about 14 million rubles.

b. Matrosskiy most. A new reinforced concrete bridge built in 1953 or 1954 and probably completed early in 1955. Construction was necessitated by the construction of new streets in that area, which was probably in Baumanskiy rayon. The old bridge was completely removed. The new bridge was a beam support, three span structure, 20 meters wide by 70 meters long, with a maximum load of N-10 (10 tons.) This bridge carried streets over the Yauza river, and was used by automobiles, street cars, and pedestrians. The cost of this bridge was five million rubles.

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c. Semenovskiy most. possibly near a Semenovskaya ulitsa which required an overpass over a rail line. This structure, built in 1953, was a rigid frame reinforced concrete overpass, 12 meters wide, 30 meters long, maximum load N-13 (13 tons). Its cost was estimated at four million rubles. 50X1-HUM

d. Saltykovskiy most. A new reinforced concrete bridge replacing an old bridge over the Yauza river probably in the vicinity of the Saltykovskaya naberezhnaya. Built in 1952 or 1953, it was a beam support, three span structure 50X1-HUM It was of similar construction to the Matrosskiy most with maximum load rated at N-10 (10 tons) and cost probably five million rubles. 50X1-HUM 50X1-HUM

e. Avtozavodskiy most. this bridge was to span the Moskva river in the southern part of Moscow. Two alternate plans were prepared and submitted to the Mossovet for selection and approval. Both were of similar dimensions, but one was to be a steel bridge and the other of reinforced concrete. 50X1-HUM It was planned that the building of the bridge should start in early 1957, 50X1-HUM 50X1-HUM 50X1-HUM The project called for a three span, 30-150-30 meters long respectively, beam support type, width 30 meters, maximum load rated at N-18 (18 tons). Three thousand tons of steel were called for in the steel bridge plan. 50X1-HUM

The overall cost of the /either/ bridge after completion would be in the range of 15 million rubles. 50X1-HUM the need for such a bridge in that area arose by the increasing traffic from and to Kaluzheskoye shosse.

f. Khoroshevskoye shosse overpass. A rigid frame reinforced concrete overpass carried Khoroshevskoye shosse over a rail line . It was built in 1952 or 1953, was approximately 12 meters wide, 30 meters long, and was estimated to have cost close to four million rubles. 50X1-HUM

g. Overpasses on shosse Entuziastov. 50X1-HUM two overpasses bridging shosse Entuziastov for rail lines crossing the shosse. Exact locations not identified 50X1-HUM 50X1-HUM Constructions similar to that of the Khoroshevskoye shosse overpass, but somewhat wider. Maximum load 10 tons (N-10). Probably constructed in 1953-1954. Cost not estimated.

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